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**INFORMATION REPORT**

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SUBJECT Motor Union (National Association of Combustion Engine Works)

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SUPPLEMENT TO REPORT NO.

1. Headquarters

The headquarters of the Motor Union (National Association of Combustion Engine Works Motor Union Narodny Podnik, Spojene Tovarny Spalovacich Motoru) are located in Ceske Budejovice, Doutblebska 501.

25X1

CLASSIFICATION

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GENERAL INTELLIGENCE AGENCY

25X1  
25X1

- 2 -

## 3. This Management controls eleven factories:

- a. Slavia in Napajedla, Moravia (P50/010)
- b. Jikov in Volesin, Bohemia (049/Q94)
- c. Lorene in Kromeriz, Moravia (P50/N92)
- d. Union in C. Budejovice, Bohemia (049/Q96)
- e. Ceske-Budejovické strojirny in C. Budejovice (049/Q96)
- f. Matous in C. Budejovice
- g. Strakci in Trhove Sviny, Bohemia (049/R05)
- h. Elektrokeram in C. Budejovice
- i. Kaplice in Kaplice, Bohemia (049/293)
- j. Buchtele in Vodnany, Bohemia
- k. Partl in C. Budejovice (049/Q96)

4. Slavia Works, Napajedla (formerly the Agrostroj concern):

- a. Manpower: 900 employees.
- b. Products: Gasoline and naptha combustion engines (principally for agricultural vehicles). More than half the products are exported to overseas markets, particularly to Africa and the Middle East.
- c. Methods: Operating is at present confined to machine work, but the conveyor belt system is being introduced. The factory is also going over to self-administration on the Bata pattern.
- d. Administration: [Redacted]

- e. Plant The construction of a modern smelting plant costing 60 million Czech crowns is planned for 1950 and 1951. Otherwise the factory has only old production workshops and equipment.

5. Jikov Works, Volesin, formerly the property of Ing. Zelezny (see para. 2 a. above).

- a. Location: On the edge of town about 500 meters from the Ceske Budjovice-Kaplice railway. It has no private railway siding connected with the main line.
- b. Manpower: About 700 employees.
- c. Production: The factory was built by the Germans during the occupation to produce component parts for vehicles, airplanes, and machinery. It now makes combustion engines for agricultural vehicles, motor carburetors, furniture fittings, and various light metal products.

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GENERAL INTELLIGENCE AGENCY

25X1

- 3 -

d. Working hours  
and methods:

The factory works from 6.30 a.m. to 2.30 p.m., and only machine work is done.

25X1

e. Administration:

f. Plants:

The factory has a first-class machine shop, four fine assembly halls, a rather small foundry for special metal alloying, and a store for materials.

6. Ilova Works, Kralupy (formerly the Agrostroj Concern)

a. Manpower:

250 employees.

b. Production:

(gasoline and naptha-driven engines for agricultural vehicles. Most of the factory's output is exported to Africa and other southern countries.

c. Administration:

d. Plants:

The factory is old, and has an ancient, badly equipped machine shop and antiquated workshops.

7. Union Works, Ceske Budejovice (formerly the Union A/G Machinery and Smelting Works)

a. Location:

Near the Prague railway, to which it is joined by the factory's private siding.

b. Manpower:

125 workers.

c. Production:

Up to the middle of 1949 the plant produced milling machinery. This, however, has now been discontinued and the plant is to go over to the manufacture of combustion engines. One thousand engines, to be produced from plans left behind by the Germans, or provided by the AVIA airplane factory, are to be completed by the end of this year. The destination of these engines is not known. Because of its favorable position, this factory is to be developed under the 5-year Plan into the largest producer of combustion engines in the whole country, and already all the surrounding building sites have been bought up to accommodate extensions. The authorities chiefly interested in its development are the military, who have assumed control and supply military work parties for the erection of workshops and foundries.

25X1

d. Working hours:

From 6 a.m. to 2 p.m.

e. Administration:

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CENTRAL INTELLIGENCE AGENCY

25X1

- 4 -

8. Plant: Three old workshops, one new workshop, one old foundry, and one large, new and modern foundry, the only one of its kind, construction of which was begun at the beginning of 1949 and which is expected to start operation in 1950.
8. Ceske-Budejovické Strojírny Works, C-Budejovice (formerly the German firm of Beckhoff; built during the war by the Germans).
- a. Manpower and Working hours: 250 employees, working in 2 shifts, from 6 a.m. to 2 p.m. and from 2 p.m. to 10 p.m.
- b. Production: Chassis for heavy trucks and trailers; delicate motor component parts.
- c. Administration: The factory, which has been state-controlled since 1945, was nationalized and absorbed into Motor Union in 1948. Next year it is to be amalgamated with the Union Works and form this ~~new concern~~ 25X1
- d. Plant: A first-class machine shop (German construction) with especially fine milling machines and lathes. Part of the machine shop has been transferred to the Union works.
9. Matoušovka, C. Budejovice (former property of Karel Matous).
- a. Manpower and Working hours: 100 employees, working from 5.30 a.m. to 1.30 p.m.
- b. Production: Typewriters with Russian keyboard for export to the USSR; Czech portable typewriters, the "Original Matous" model; also various component parts for typewriters and calculating machines and other office equipment. The factory is, however, to be reorganized for the production of combustion engines. 25X1
- c. Administration:
- d. Plant: Confined at present to delicate machinery, of first-class quality, for the above products.
10. Stráský Works, Blatná Sviny near C. Budejovice (formerly the private property of Ing. Strásky).
- a. Manpower: At present 70 workers, to be increased to 300 under the 5-year Plan.
- b. Production: Components for combustion engines for the Jilov and Union works.
- c. Plant: First class equipment for producing delicate machinery. No further details available.
11. The Elektrokeram Works, Ceske Budejovice (former property of J. Ferenzauer).
- a. Manpower: 40 workers.
- b. Production: Electric lamps for offices and technical lamps. Next year it is to be amalgamated with the Matous works and produce components for combustion engines.

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GENERAL INTELLIGENCE AGENCY

25X1

- 5 -

d. Working hours  
and methods:

The factory works from 6.30 a.m. to 2.30 p.m., and only machine work is done. 25X1

e. Administration:

f. Master:

The factory has a first-class machine shop, four small assembly halls, a rather small foundry for special metal alloying, and a store for materials.

g. Long-Workshop Brno (formerly the Agrostroj concern)

a. Employees: 350 employees.

b. Production: Gasoline and naptha-driven engines for agricultural vehicles. Most of the factory's output is exported to Africa and other southern countries. 25X1

c. Administration:

d. Master:

The factory is old, and has an ancient, badly equipped machine shop and antiquated workshops.

h. Motor Works Czechoslovakia (formerly the Union A/S Machinery and Smelting Works).

a. Locations: Near the Prague railway, to which it is joined by the factory's private siding.

b. Employees: 322 workers.

c. Production: Up to the middle of 1949 the plant produced mining machinery. This, however, has now been discontinued and the plant is to go over to the manufacture of combustion engines. One thousand engines, to be prepared from planes left behind by the Germans, or provided by the AVIA airplane factory, are to be completed by the end of this year. The destination of these engines is not known. Because of its favorable position, this factory is to be developed under the 5-year Plan into the largest producer of combustion engines in the whole country, and already all the surrounding building sites have been bought up to accommodate extensions. The authorities chiefly interested in its development are the military, who have assured control and supply military work parties for the construction of workshops and foundations. 25X1

d. Working hours:

From 6 a.m. to 2 p.m.

e. Administration:

25X1

All questions are decided by the Party Council, which is Communist-dominated. The factory personnel, on the other hand, are mainly non-Communist.

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25X1

- 5 -

- c. Administration: [redacted] 25X1
12. Kaptice Works, Kaptice (former property of the Jewish firm Haas Brothers).
- a. Production: This factory used to produce various types of agricultural implements. New workshops are being built and next year 150 workers are to be employed and the factory is to change over to the manufacture of combustion engines as a branch of Jikov.
- b. Administration: [redacted] 25X1
13. Buchtela Works Vodnany (former private property of the firm Bechtela Bros.)
- a. Manpower: 60 workers.
- b. Production: Special agricultural trucks made of light metal, and agricultural machines. Next year production will be adapted to fit in with other factories of the Motor Union.
- c. Administration: The former owners are in a forced labor camp and the factory is directed by the Plant Manager V. [redacted] 25X1
- d. Plant: A very good machine-shop and new assembly halls, the latter built during the occupation.
14. Partl Works, Ceske Budejovice (formerly the private property of Josef Partl).
- a. Manpower and working hours: 30 employees, working from 6 a.m. to 2 p.m.
- b. Production: The factory is used by the Motor Union as a research and testing department. It produced motor prototypes and all components.
- c. Administration: [redacted] 25X1
15. No person may enter any of the factories of the Motor Union without a permit (bearing a photograph) issued by the factory management.

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